		NTSB ID: IAD02LA027		Aircraft Registration Number: N8RQ	
		Occurrence Date: 01/24/2002		Most Critical Injury: Minor	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Waterville		State ME	Zip Code 04901	Local Time 1930	Time Zone EST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 24, 2002, at 1930 eastern standard time, a Cessna 208B, N8RQ, was substantially damaged during an aborted takeoff at Waterville Robert LaFleur Airport (WVL), Waterville, Maine. The airplane was operated by Teleford Aviation, Incorporated, doing business as United Parcel Service. The certificated commercial pilot received minor injuries. Instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the flight to Manchester Airport (MHT), Manchester, New Hampshire. The cargo flight was to be conducted under 14 CFR Part 135.</p> <p>According to the pilot, he flew the airplane to Waterville earlier in the day to position it for the cargo flight. The airplane was de-iced in a heated hangar, then cold-soaked for 1.5 hours prior to the flight.</p> <p>The pilot obtained a weather briefing, and loaded the airplane with 1,597 pounds of cargo, which he reported was 60 percent of the airplane's useful load.</p> <p>The pilot received an IFR clearance from Portland Clearance Delivery at 1928, and performed a final contamination check.</p> <p>At 1930, the pilot taxied for takeoff and listened the AWOS (Automated Weather Observation System). He then decided to take off from runway 23 "because it was snowing, but not heavily, quartering winds did not exceed 10 knots, and there appeared to be less than 1 inch of snow on the runway." The pilot knew there would be considerable drag due to the snow, and took that information into account, as well as the direction of the wind. However, he decided that runway 23 was his best choice because it had a slight downhill slope, which would afford him "better speed" for takeoff.</p> <p>The pilot also noted that if the runway had not been contaminated, the circumstances might have prompted him to make a different decision, but because of the snow cover, a runway 23 takeoff seemed the logical choice.</p> <p>The pilot commenced the takeoff, and at 80 knots lifted the nose of the airplane. The airplane "pulled" to the left, so he set the nose back down, and cut the power. The airplane continued to "slide" to the left, and hit a snow bank. The airplane then flipped over at an angle between the nose and the left wing, and landed on its roof.</p> <p>During a follow-up interview, the pilot stated that there were no mechanical anomalies with the airplane. He also noted that during the initial takeoff roll, he held the nose of the airplane down. Nearing takeoff speed, he started to raise the nose, but felt it go to the left. "I pushed the nose back over, and pulled the power back a little to get her straightened back out. I didn't dare bring it off, so I cut the power and tried to get it straight, but it wouldn't get straight. So I pulled the power right off, and it continued to go left."</p>					
FACTUAL REPORT - AVIATION					

National Transportation Safety Board

FACTUAL REPORT**AVIATION**

NTSB ID: IAD02LA027

Occurrence Date: 01/24/2002

Occurrence Type: Accident

Narrative (Continued)

As the airplane continued left, the left tire hit a snow bank. "I didn't see the snow bank, but the tire did hit the snow bank."

The pilot was asked if he had trouble staying oriented on the runway. "I could see the runway lights. It was snowing at the time, but I felt like I was in the center of the runway."

The pilot was also asked to describe the performance and handling of the airplane. According to the pilot, "the airplane was performing fine. I made an earlier flight to reposition and the airplane was performing fine. There were no problems with the plane whatsoever."

A Federal Aviation Administration (FAA) inspector reported that approximately 800 feet "after takeoff roll," the airplane went left of centerline. The left main landing gear wheel went off the pavement about 1,200 feet, and into snow 6- to 8-inches deep. The airplane continued to travel the edge of the runway for another 250 feet, when the right main landing gear left the pavement. There were no nose wheel ruts in the snow at that point. The airplane traveled "slightly left" for another 50 feet, when the left wing dug into the ground, and the airplane flipped over and came to rest inverted.


Runway 23 was 5,500 feet long and 100 wide, with a 1.2 percent downslope.


The pilot held a commercial pilot certificate with ratings for airplane single-engine land, multi-engine land, and instrument airplane. His most recent second-class medical certificate was issued on May 15, 2001.


The pilot reported 3,400 hours of flight experience, 1,600 hours of which were in the Cessna 208.


At 1855, the winds reported at Waterville Airport were from 360 degrees at 16, gusting to 23 knots.

At 1935, the winds were from 360 degrees at 16, gusting to 24 knots. There was an overcast ceiling at 100 feet, and 3/4 mile visibility.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: IAD02LA027				
		Occurrence Date: 01/24/2002				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Waterville Robert Lafleur		Airport ID: WVL	Airport Elevation 333 Ft. MSL	Runway Used 23	Runway Length 5500	Runway Width 100
Runway Surface Type: Asphalt						
Runway Surface Condition: Snow--wet						
Type Instrument Approach: NONE						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 0363		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2		Certified Max Gross Wt. 8950 LBS	Number of Engines: 1	
Engine Type: Turbo Prop		Engine Manufacturer: Pratt & Whitney		Model/Series: 114A	Rated Power: 675 HP	
- Aircraft Inspection Information						
Type of Last Inspection AAIP		Date of Last Inspection 12/28/2001		Time Since Last Inspection 38.6 Hours	Airframe Total Time 3151.1 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site? No		
Owner/Operator Information						
Registered Aircraft Owner Telford Aviation Inc		Street Address 189 Odlin Road				
		City Bangor		State ME	Zip Code 04401	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted:						
<div style="display: flex; justify-content: space-between;"> FACTUAL REPORT - AVIATION Page 2 </div>						

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: IAD02LA027																																																																																			
			Occurrence Date: 01/24/2002																																																																																			
			Occurrence Type: Accident																																																																																			
First Pilot Information																																																																																						
Name On File			City On File		State On File	Date of Birth On File	Age 46																																																																															
Sex: M	Seat Occupied: Left		Principal Profession:			Certificate Number: On File																																																																																
Certificate(s): Commercial																																																																																						
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																						
Rotorcraft/Glider/LTA: None																																																																																						
Instrument Rating(s): Airplane																																																																																						
Instructor Rating(s): None																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft? Yes					Current Biennial Flight Review? 12/03/2001																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 05/15/2001																																																																																	
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>3230</td> <td>1600</td> <td>3114</td> <td>120</td> <td>670</td> <td>550</td> <td>60</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>3107</td> <td>1595</td> <td>3100</td> <td>100</td> <td>670</td> <td>580</td> <td>30</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>92</td> <td>92</td> <td>92</td> <td>0</td> <td>57</td> <td>26</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>62</td> <td>62</td> <td>62</td> <td>0</td> <td>38</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>6</td> <td>6</td> <td>6</td> <td>0</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	3230	1600	3114	120	670	550	60				Pilot In Command(PIC)	3107	1595	3100	100	670	580	30				Instructor											Last 90 Days	92	92	92	0	57	26					Last 30 Days	62	62	62	0	38						Last 24 Hours	6	6	6	0	3					
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument								Rotorcraft	Glider				Lighter Than Air																																																																			
						Actual	Simulated																																																																															
Total Time	3230	1600	3114	120	670	550	60																																																																															
Pilot In Command(PIC)	3107	1595	3100	100	670	580	30																																																																															
Instructor																																																																																						
Last 90 Days	92	92	92	0	57	26																																																																																
Last 30 Days	62	62	62	0	38																																																																																	
Last 24 Hours	6	6	6	0	3																																																																																	
Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																															
Flight Plan/Itinerary																																																																																						
Type of Flight Plan Filed: IFR																																																																																						
Departure Point		State		Airport Identifier		Departure Time		Time Zone																																																																														
Same as Accident/Incident Location				WVL				EST																																																																														
Destination		State		Airport Identifier																																																																																		
Manchester		NH		MAN																																																																																		
Type of Clearance: IFR																																																																																						
Type of Airspace: Unknown																																																																																						
Weather Information																																																																																						
Source of Briefing: Flight Service Station																																																																																						
Method of Briefing: Unknown																																																																																						

 National Transportation Safety Board FACTUAL REPORT AVIATION			NTSB ID: IAD02LA027		
			Occurrence Date: 01/24/2002		
			Occurrence Type: Accident		
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
WVL	1935	EST	333 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: Overcast			100 Ft. AGL	Visibility: 0.75 SM	Altimeter: 29.55 "Hg
Temperature: 0 °C		Dew Point: -2 °C	Wind Direction: 360		Density Altitude: Ft.
Wind Speed: 16		Gusts: 24	Weather Conditions at Accident Site: Instrument Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation: Light		
Restrictions to Visibility: None					
Type of Precipitation: Snow					
Accident Information					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot			1		1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -			1		1
Other Ground					
- GRAND TOTAL -			1		1

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: IAD02LA027	
	Occurrence Date: 01/24/2002	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Brian C. Rayner		
Additional Persons Participating in This Accident/Incident Investigation: Raymond R Cloutier FAA District Office/Coordinator Portland, ME		
<div>FACTUAL REPORT - AVIATION</div> <div>Page 5</div>		